WILMINGTON, N. C., MONDAY, JAN. 29, 1855.

Want of confidence in commercial, political, and and his abolitionists? even religious circles, has most assuredly been the prevailing characteristic of the past few months. At term, we believe-followed the lesser, and the whole fabric seemed tumbling to the ground amid the sufferings and embarrassments of the entire mercan tile community, the innocent victims of the state of things produced by the extravagance or dishonesty of the fancy "operators." But even that shock to business and credit is beginning to be less felt. The great monetary centres, the first to feel the shock, are also the first to feel the revival, which is already quite appreciable. Now that the worst of the battle is over, the list of killed and wounded can be more accurately made out, and an examination shows that, after all, few have totally gone by the board who had not been in a shaky condition for some time, or whose means have not been locked up in speculative affairs, entered into with the hope of immense profits -Western Railroad Bonds-Wild Cat Banks, and other delectable affairs. The great failures are nearly all traceable, directly or indirectly, to some

In politics, the same or nearly the same has been the state of the case-the former bearings of political partizans can hardly be relied upon. You "don't know" where to find half of them; and this conduct. on the part of those who aspire to the position of leaders, naturally destroys public confidence, for the time being, in all political movements, even the most sincere and disinterested. But, even now, the clouds begin to break away, and sufficient light is let in to enable us to estimate pretty nearly the amount of the damage which has been done, and we find that among those Democrats who have succumbed before the pressure of Know-Nothingism, nine-tenths, at least, are testless and disappointed men--unsuccessful aspirants, or something of that kind, or men who have been for a considerable time more or less shaky. Pew, if any of the rising men of the party, of any prominence have anything to do with it ;-few who enjoy the confidence of the party sufficiently to anticipale promotion in its ranks-who, in fact, have a demogratic future have been carried off; and the loss arising from the few defections that have occurred amounts to nothing beyond the temporary panic which it may have occasioned, which will soon subside, when its nature and causes are more fully un-The resulting advantages will, we trust, be a purification of the political atmosphere by the removal of its disturbing elements. In this allusion to political parties, we have merely referred to the democrats, as the whigs seem, in many of the States, to have given up the ship-gone into liquidation, and appeared the "K. N's" their executors and residuary

religion there seems to have been a stampede .- Few rational men can deliberately acknowledge the political parsons so common North, and not unknown South, as proper exponents of a system, whose founder declares that His Kingdom is not of this world, nor recognise in the fierce polemics of the present day, any of that spirit of brotherly love and charity without which all else is void .-What wonder is it that the great mass of mankind, seeing this state of things, should even lose confidence Ito some extent, at least, in religion, and for a time aftribute to the system of Christianity that spirit of bigotry and intolerance so characteristic of some of those who assume to be its peculiar exponents. After a while, however, all this will come right, and confidence be restored, when men find that brawling politicians are not the best representatives of the spirit of the meek and lowly Redeemer, nor a spirit of bigotry and proscription towards any classes of the community, the most infallible test of the possession of ally, and in good faith, we shall be very considerathe christian virtues by the persons indulging such | bly surprised.

A Richmond cotemporary, an avowed know-nothing, thus briefly expresses its opinion of the London

"Of all the contemptable, corrupt, self-seeking, mercenary journals that disgrace the newspaper world, we hold that which holds the first place in the estimation of the two Hemispheres, the London Times, to be the most corrupt, the meanest and most mercenary

Now this denunciation, although in some measure true, is equally applicable to the public opinion of at least one of the hemispheres, or a portion of it, for there can be no doubt that the Times owes its position in England, less to its great and unquestioned ability, than to its almost miraculous tact in anticipating, and thus apparently leading, and certainly expressing the varying and inconstant phases has been by those interested in the Wilmington and of public opinion in England. It may be meanness in Manchester Railroad that journal always to try to be on the strong side, but in its remarkable and inconsistent changes, apparently without reference to any definite or fixed principles, it is but a mirror of the public opinion of the British people, or, at least, the controlling portion of it. In its not yet forgotten denunciations and abuse of Louis Napoleon, and its present fulsome and disgusting adulation of the same personage, it is pointment of one director in the Company, and forego | 000 in specie. simply on a par with its readers and supporters-the nation of John Bull generally, and not a few of our own American John Bulls, who have an intense admiration for all Europeans in high places, be the same purse-proud aristocrats or perjured tyrants, coupled with a thorough detestation of the European people, who may fly as emigrants to our shores to Looking over the money columns of our Northern escape aristocratic oppression or imperial tyranny - exchanges is a species of tantalization, since they all of Ireland or the Highlands, driven out from their at low rates, whilst here things only seem to grow

preaching abolitionism, and sending out its emiss- hardly expected that any more will be sent out aries to stir up fanatical excitements in the United before April or the beginning of May; so that if States, with a view of retarding the growth, if not shipments of specie continue to arrive from Califorthe wheat lands have been much improved, and the period the graduation of 128 miles of the Road had been let to stockholders to work out their subscriptions, and it is but membrain of the drum of the ear. mercial rival; and it is the same too, which having exist at the commercial centre, tending to relieve the by its oppressions driven from its bosom those who pressure. But really everything looks here as bally would have been the right arm of the British nation in war, now that war has come, and it feels its loss, is the 24th, at New York. The snow was 24 inches like \$10 per barrel before next harvest. preparing for its expatriated children a reception as cheerless as was the step-dame nurture afforded by the 24th inst., for Liverpool. She took out \$75,000 in non-suited, because the house was overrun with British government. The right to bear arms for the specie, and 61 passengers.

country of his adoption is denied to the naturalized citizen by the abolition Governor of Massachusetts, and is sought to be denied in Pennsylvania, and other States blessed with Governors who are great friends of the slave negro at a distance, but great enemies of Every era or period of time is marked by some the poor white emigrant, although considerable It was this predominance which compelled the knowprevailing characteristic, giving a tone to its opin- sycophants of the rich European noble. Does any one nothing gubernatorial candidate to write his freesoil, ions and supplying motives for its actions, and this question, whether in the event of a war with Engcharacteristic is not by any means confined to par- land, the disbanded Irish companies of Massachusetts this element that now commands the election of the ticular departments, but pervades the whole organi- would be found on the side of their adopted country

It might not be totally without interest to enquire, how far this feud against one class of the communithe great centres of trade one man could not trust tw in the United States, owes its strength to the same another, nor fairly turn round before he was off; English interference that has been so powerful in and to the greater "defalcations,"-that is the stirring up the Northern anti-slavery crusade against there be picked out, in the whole commonwealth, a

There is a class of politicians, especially at the North, who are constantly referring to the example while to observe the position of England, a country governed by a Hanovarian dynasty, more than half crazy, and which in the first few months of war, is the lodges? This majority are deadly hostile to the \$168,135 89. driven to the resort of passing a law for the enlist- compromise measure, and their objects is to repeal ment of foreign mercenaries, men who are not citizens, bound by no allegiance to that country.

sented by the London Times, is about the least safe, astonishment—"This is not the entertainment to will swell the aggregate receipts of the year to \$339,800 92 work. In the Report of Major Gwynn, made at the last iberal or respectworthy, on the face of the globe-a which we were invited"-but it will do no good -compound of shopecracy and corrupt and decaying They have parted with their votes, and this is their And it leaves a nett balance from the operanobility-flunkyism to the strong, and insolence to the weak-the proscription from choice, and libe- and Mr. Wilson, are the most adroit specimens of po- the close of the year, the Road has been operated at a cost rality from interest.

### The Chances of Peace.

We have taken the trouble to wade through all the Further Details of the Foreign News received by he Baltic;"-the extracts from the Times and the Moniteur-the latest official bulletins from the seat of war in the Crimea, and of diplomacy in Vienna, and, from the whole of it, we are unable to draw any onclusions favorable to an early peace. It is admited that Russia is now stronger than when the war trial, to be simply vast naval failures. The non sucess of the Crimea expedition is a Russian triumph of in the whole position of affairs, to give credibility to that peace will continue to prevail throughout our except the Bridge; and the Passengers and Mails continued the rumor that Russia would now accept terms that country. Should this action be imitated in other to be ferried over until the 10th October, when the Trains the rumor that Russia would now accept terms that states, there is nothing more certain than that our she has repeatedly before rejected as humiliating?—

she has repeatedly before rejected a ted by the allies, amount to the abolition of all Rusian protectorate or right of interference with the principalities,-the abolition of the Russian preponderance in the Black Sea, by the limitation of her naval and military forces there, so as not to be dangerous was \$207,419 86; of county tax \$307.224 51. Total to Turkey—whether the desimantling of Sebastopol is \$604.646 37. The taxable white polls were 63,210; completion, with a through connection to Cha leston, and no priately called "Air Locks," projecting 2 feet 6 inches across completion, with a through connection to Cha leston, and no bove the top of the cylinder and 3 feet 9 inches below the to be insisted on, is to depend upon the result of op- taxable slave polls, 137,577; taxable free colored polls erations there. The freedom of the navigation of the mouth of the Danube, now held by Russia, is to be is by New Hanover, \$25.776 31. Next Wake \$21,- 51, while the same item on this Road was only \$51940 93nsisted upon, and also the abrogation of all treaties 767 38. Warren \$17.621 80. Edgecombe \$16,599by which Russia has any peculiar rights, privileges, claims or relations with Turkey, either in the way of a special protectorate over the christian population or 914 43. Granville \$12,853 03. Beaufort \$12,698-

submitting to these conditions. Nothing has happened to make her do so. The blows of her enemies 039 32. Johnston \$11,357 35. Mountgomery \$2,seem all directed upon one little detatched Peninsula, 917 47. Moore \$7,632 87. Randolph \$8.631 86 accessible at all points from the sea, which they control. and yet even there, she is stronger than them all. Austria nominally holds the principalities, and yet the moment Omer Pasha goes to the Crimea to concert measures with the generals of the Western armies, the Russians cross over the Danube into the Dubrodscha. Austria apparently dares not move, and Prussia neither dares nor wishes to move. What reason is there to suppose that under this state of affairs, Russia would consent to arrangements that would indefinitely postpone, if not totally defeat the success of her traditional policy? True, she may be willing to do so, in the same way that anything, almost, may happen, but we can see no probabilities of it, and if she does consent to such arrangement, uncondition-

## The Stockholders' Meeting.

Yesterday afternoon the stockholders in the Wilmington and Manchester Railroad Company proceeded to the election of a President and Board of Direc. judgment tors for the ensuing year, when J. Eli Gregg, Esq , of South Carolina, was elected President by a large vote. The old Board of Directors was re-elected, with the in Barfield v Britt, from Robeson, directing a venire exception of the substitution of General Harilee as de novo one of the Directors, in place of Mr. Gregg, President mentary to the retiring President, was unanimously improved passed. It is seldom, if ever, that any officer enjoys a larger measure of the confidence of any body, or is tor, from the State of Louisiana, for six years from more reluctantly parted with than General Harliee the 4th of March next

was passed to memorialize the Legislatures of North and South Carolina for the passage of an act amend ing the charter of the Company so as to provide "Well, you little huzzy, suppose it is; isn't it the tion of which is extracted from Mr. Gibbs' report: for scaling the vote of large stockholders. The amendment proposed by the State of North Carolina, by which the State would have the ap. the 27th inst,, with thirty-five passengers and \$23,her right to vote for the other directors was rejected. Authority was given the Directors to make a third mortgage as a further security to certain income bonds issued with an assurance that such authority would be given - Daily Journal, 26th inst.

## The Money Market.

who would join the Times in cursing the poor masses speak of returning ease and a more plentiful supply humble homes by the noble patrons of the redoubable tighter every day, until the tightness has become Mrs. Harriet Beecher Stowe. These people would "tolerable and not to be endured" One marked apply the same brand here that the Times would indication of returning ease in monetary circles, is under the dominions of "Her Most Gracious Majesty." the uniform and steady advance in the price of The snobocracy of England would claim all the stocks and other securities, in the face of comparativehonors and emoluments, making their brethren of ly small operations, as indeed the great fall last year Route Agents North and South, thus obviating the the other two kingdoms simply hewers of wood and took place in the same manner. Stocks did not sell delay complained of in the transmission of the disdrawers of water, and in the attempt to carry out so low because either the holders or the purchasers plied from the Wilmington & Manchester, and South rion C. H., 22d June, 1848, and on the 13th day of Septemthis favoritism and proscription, have generally had lost confidence in their intrinsic value; and, broken down; the history of the beginning of every indeed, few if any were offered for sale unless under war being little else than a series of stupid blunders, circumstances which left no option to the owner save until stern reality compels the said snohocracy to to submit to any necessary shave to raise the money. take the man or men that can save them from the Now that the market is easier, still fewer stocks are diffigulties into which their narrow selfishness may offering-the same necessity does not exist for sub-

### The Senatorship.

The election of HENRY WILSON senator by the house of representatives may create great astonishment, but it ought to create no surprise. It is an event which has been predicted from the known predominance of freesoilism in the lodges of this state. anti-fugitive slave law letter, and that required of him so much freesoilism in his inaugural; and it is foremost freesoiler and anti-Nebraska man in the fighting with quite as much zeal as Gov. Gardner state to the great post of senator. Freesoilism worked hard to get the control of the lodges, and it works during the same period have been adroitly in laying hold of the substantial reward.

Thousands, we have reason to believe, joined the order, and worked with it, in the tacit understanding that the old slavery question was to be put away, and that the order was to be a national institution. How much does this election look like nationality? Can person who has spoken and written and managed more downright freecoilism than Henry Wilson? Can there be found a more decided opponent of the compromise measures of 1850? Can there be found foreigners and catholics. It might be worth pushing on the anti-slavery cause? and who is more strongly pledged to this course?

to check the purposes of the dominant majority in with them at heart no man whom they could not

The letters published yesterday between Mr. Hall litical correspondence we have seen for a long while. ing of the past; alters not an iota his position; but of it, and the extraordinary high prices paid for labor in leaves all his abolition vows as strong and as binding every department. as ever; and if he goes to the senate, he will go there of superior quality, and with the addition of a few freight ready to fulfil all his 10rmer pledges. Indeed he re- cars, will be sufficient for the demands of the next year. gar s the know nothing movement as auspicious to Statement C contains a list of the Engines, and their pre

the friends of freedom, namely, the anti-slavery cause. It is said that the senate will undoubtly concur in this choice of General Wilson Then Ma-sachusetts will be before the nation in almost as thoroughy a sectional attitude as it is possible for her to be, ceeds the largest estimates made by the most sanguine perunless she should in future array herself in rebellion commenced—that the vast naval armaments sent by against the government. Such a position is deeply nearly unanimously freeson. Not therefore to her ferried over at the Bridge, and in January, the track was exthe most substantial character. What then is there, counsels -- not to her influence -- will it be owing tended to the Pee Dee River, completing the entire Road as they are called, with the French and English in- are ready for-so unconstitutional are they -could terpretation of them. These four points, as interpre- not be triumphant in congress without open resistance being made to them by one half the states of

> amount of taxes collected in every county, number of polls, &c., in 1854. The gross amounted of State tax 1,898. Total taxab e polls 202,685

66. Cumberland \$16.596 80. Meckienburg \$11,635-Orange \$13,855 85. Guilford \$13,387 82 Halifax \$13,822 83. Wayne, \$13,046 84. Anson \$12,-90. Chatham \$12.217 53 Besides these largest a-We have no idea that Russia has any intention of mounts, Alamance pays \$9,026 23. Bladen \$6.129. Davie \$4,587 08. Duplin \$9.332 49. Forsyth \$7, Robeson \$2 933 36 Sampson \$10,042 16. Stanly ly receipts were only \$6 383 71.

> Several counties appear not to have levied any School tax, viz: Anson, Cherokee, Edgecombe, Mc-Dowell, Macon, Nash, Union, Wayne, Watauga and

> New Hanover has the largest number of taxable slave polls; yet 22 counties have more taxable white all kinds of taxable polls, viz: 6,229; Granville, 5,-584 : Edgecombe 5,830 ; New Hanover 5,691 ; Halifax 5,270; Cumberland 5,058; Warren 4,827; Chatiam 4,175; &c .- Ral. Star.

SUPREME COURT .- The following decisions have een made by this tribunal since our last: By Nash, C. J -- In Wabber v. Taylor, in Equity, from Greene, reversing the interlocutory order. Also, in Wilson v Mace, in Equity, from Guilford; order Chandler, in equity, from Stokes, dismissing the bill

By Pearson, J .-- In Johnson v. Hooper, from Cumberland, affirming the judgment. Also, in Whitted v Smith, from Bladen, awarding a venire de novo. Also in Pettijohn v Williams, from Chowan, affirming the

By BATTLE, J. In Tarkinton v McRae, from Tyrell, awarding a venire de novo. Also, in Waters v Herring, from Lenoir, affirming the judgment. Also,

A letter received at New York from Paris by the elected. A resolution, highly and deservedly compli- Pacific, says that Mr. Mason's health has very much and high embankments at each of the streams will be neces-

Hon. John Slidell has been re-elected U. S. Sena-

RAIL ROAD IRON .- We learn that another large supply of Railroad iron, for the Atlantic and N. C. We may add, that yesterday forenoon a resolution Raitroad, arrived at this port on Saturday night last, in the Schr. Laura Johnson .- Newbern Jour.

"MADAME, your shawl is dragging in the mud."

The Steamer Hermann sailed from New York, on

successful attacks by the government troops upon the insurgent forces. The revolution is said to be crushed in Oajaca. The formal occupying of the Mesilla valley by the United States authorities is also announced by the Mexican papers.

They say that Senator Dawson, of Georgia, is to be the Know-Nothing candidate for Governor of that State at the next election, in opposition to Hon. HERSHELL V. JOHNSON, the present Democratic in-

The Route Agents on the Wilmington & Manchester Railroad have commenced running with the line which leaves here at night, connecting with the Carolina Railroad.

the wheat crop in the valley counties of Virginia is looking remarkably fine. No damage has been sustained from freezing, and under the genial effects of

### Engineer's Report.

OFFICE WIL. & MAN. RAILBOAD, ? January 23d, 1855. Gen. W. W. Harllee, Pres't Wil. & Man. R. R.: SIR: -In submitting the seventh annual Report, I beg t congratulate the Company upon the completion of their road. The receipts for the fiscal year, from 1st December, 1853, to 1st December, 1854, have been

From through passengers, 54,940 73 92,724 11 freight, 30,090 27 mail. 2,225 00 other sources, Making a total of The expenditures for operating the Road

\$42,549 22 For road repairs, 105,449 26 ' transportation " stock killed, lost, damaged, &c, 5,160 85 " ferry at Wil. & Pee Dee, 13,790 62 " office expenses. " sundries. 21,241 25

Net receipts from operations of the year, The details of the receipts and expenditures are more lly set forth in the annexed exhibits, marked A. and B., and kept in the Treasurer's office.

for stock killed; and in the Ferry account is charged \$4,832- tend to a depth of twenty or thirty feet." of England in every thing, especially the opposition a politician who will go further than he will go in 92, cost of ferrying the passengers and freight at the Pee Dee River, before the completion of the Bridge; and in sundries | were bored into the bed of the river to a depth of nine feet, \$15,667 93 paid the Carolina Stage Company and the S. C. within which distance sand only was encountered. In com-What, however, has this well known fact availed R. R. Co., for freight, due previous to 1st December, which municating to Major Gwynn a copy of the profile, with the uary last, at which time the cylinders for the Western pier levels of these examinations. I expressed the opinion that, were partially driven and those for the Western pier are, legitimately, extraordinary expenditures. Deducting result of these examinations, I expressed the opinion that, were partially driven and those for the Eastern pier had pass

In the receipts of the Road should be added \$3,182 56 filled with concrete. them, at whatever cost; and no man who was not from freight on the Western end for the month of November, the accounts of which could not be adjusted before closing the Books for the year, and the further amount for Mail implicitly trust, could have been elected by the house. Transportation for the months of October, November, to describe particularly, the improvement and discoveries, Upon the whole, that sort of public opinion repre. The deceived portion of the order may cry out with above October and November, 1853, of about \$6,218, and which, I conceive, were made during the progress of the From which deduct ordinary expenditures

tions of the road of of about 50 per cent. of its receipts, while the expenditures were materially increased by the want of connection at the

The Roadway is in good condition, and the rolling stock

sent condition, the number of Passengers, Baggage, Freight Gravel, and Timber Cars. Statement D, a list of the principal articles which have been brought to Wilmington during the year. It will be observed that the amount of Naval Stores ex-

sons, and I have no doubt will be materially increased during At the beginning of the Fiscal year, the Road was in operthe French and English to the Baltic proved, upon to be lamented by every friend to the constitution ation from Kingsville to Gibson's Road on the west and from Dee Swamp was so far completed, that the Passengers were

sidered as a little more than the result of ten months opera-

tions with an undeveloped business, and greatly embarrassed nearly the whole year by the want of a connection over the the following is extracted: After describing the obstructions Pec Dec river. Your attention is particularly directed to the cucountered in sinking the cylinders, the paper states. "It cal business, from Way travel and Freight, which is larger was, therefore, decided that the Pneumatic process should be Elbe—one hundred and sixty souls perished STATE AND COUNTY TAXES .- A table showing the than the receipts of the Wilmington & Raleigh Rail Road from same sources in 1850-after that Road had been in ap-

the same amount on that Road in 1851, 112 years after its hibiting the receipts of that company will more fully explain. By reference to this table it will be observed that the way The lagest amount of State and County taxes paid travel for the last year on that Road is put down at \$132 511 his is caused in part by the difference in the method adopt-23. Brunswick \$7,982 44. Davidson \$6,733 52 - ceived by reference to the last reports of that company that during the first four months of their fiscal year while their oats were in operation, the average month's receipts from this item were \$20 360 44 while for the remaining eight months after the withdrawai of the boats, the average month-

000. In making this estimate I have assumed that there will Way travel and Freight over the average monthly receipts since the mail was transferred to this Road The South Carolina Rail Road company, under the con-

Branch between Kingsville and Wateree, have finished the polls than New Hanover Wake has the largest of trestle work (which is being constructed at an elevation of three feet above the highest freshets,) will be completed carly in the spring. A new tract from the highland at the Waerce swamp to connect with this work is also progressing,

ularity, and without the slightest injury to any of the 71,700

turnout is laid to the trestle work at Big Creek. Under instructions from the Board, a corps of Engineers was

The survey was commenced on the Western side of the longaree swamp, at the mouth of High Hill Creek, and thence up its valley to the summit of the ridge at the State road, near he old tavern. On this part of the line, for a distance of nine miles, the graduation will be very heavy, and the ascent will | vary from 30 to 52.8 feet per mile. From the State Road, the might be suddenly discharged. ine follows the Ridge that divides the waters of Caw Caw | Swamp from those of Beaver Creek, until it approaches Little | duced by the exhaust or vacuum. In reflecting upon the cause Bull Swamp. On this part of the route the work will be light | which produced this effect, I discovered that it was the hydrosa distance of 12 miles.) and heavy excavations at the ridges The North Fork of the Edisto is crossed about 11 miles suming the direction for crossing the South Fork of Edisto. near its junction with Shaw's Creek. Between the North and ascends by the valley of Shaw's Creek, and its tributaries, to | the second cylinder, also encountered in its descent an oak tree f Bridge Creek. From this point the line will occupy about the same ground as the survey from Columbia to Hamburg, the notes of which were kindly loaned me by J. G. Gibbs, Esq., Chief Engineer of that survey. The party, at the latest dates.

The excavation through the Aiken Bridge will be about thirty feet for a third of a mile, and the line will descend to tion of 57 feet, thence bearing down on the North side of Bridge Creek, and crossing it at the Burnt Mills, and thence tle Horse Creek, near its mouth, and runs near the South Car- river Loire, near Lauguire. olina Railroad for a distance of four miles, to the town of Hamburg." The descent to the valley of Big Horse Creek will

volving no heavy bridging or trestle-work, except in the passage of the Congaree River and swamp. The general characteristics of the route are such that a road, well adapted to passenger traffic, at a high rate of speed, can be constructed, and reduce the time between Kingsville and Augusta at least 3½

hours below the present schedule time. The completion of the road is considered a proper time to take a retrospective view of its commencement, progress, and completion. The preliminary surveys were commenced under the direction of John C. McRae and myself 13th July, 1846, and finished in November of the same year. The Company was organized at Marion Court House in August 1847, but opber the surveys, preliminary to the location, were commenced. At this time the total amount subscribed to the capital stock THE WHEAT CROP IN VIRGINIA.—It is stated that was \$128,000, and the larger portion with a proviso that the subscriptions should be increased to 750,00. In November the location was completed from Sumterville to Lynch's Creek contract to stockholders to work out their subscriptions. The the fine weather for the past week or more, is im-

and without the interference of the fly, joint-worm, or something of the sort, an abundant harvest may be expected. By the use of guano in those counties, and proposals invited for the graduation of the section between Sumterville and the Camden Branch. Up to this sensible to the slightest whisper. The latter phenomenon proceeds from the stronger pulses of the dense air moon the been the case elsewhere. But little of last year's just to say, that to none is the Company more indebted for the completion of the work, than to those who, thus early, without experience, cheerfully embarked in the contracts, scarcely for exportation. The home consumption and have stood by the work through its darkest prospects. workmen employed. The pumps being set in motion, the flap of one of the air locks and the door of the other were closed;

contracts been abandoned and left in an unfinished state by the original contractors.

The first Passenger Train commenced to run from Camden Branch to Cane Savanna Road on the 12th Novcoincidence carried the first train through the Road on the 10th October, 1854.

In a professional point of view the construction of the Road ited by the relative proportions of the vacuum chamber and has presented no serious obstacle, except in the character of that portion of the pile above the surface of the water, and the the foundations encountered in the passage of some of the

Your attention was directed, in my Report of January 12th, 1850, to the passage over the Pee Dee River, which I then regarded "as first in importance," and a work of "no power is uniform, and cannot, under any circumstances, exordinary magnitude." The superficial examination of the foundation which only had been made at that time, was such as to produce conviction that it was one of the most formidable streams crossed by the great chain of Railroads between the North and South. The foundation was then regarded as a loose floating sand, but not extending to so great a depth as subsequent examinations with an Auger established. and in which some of the many plans of coffer dams could be used in putting in the foundations.

Among the many plans suggested, "my attention was water to the bottom of the cylinder. directed to the pneumatic process of driving piles, in February, 1850," and a correspondence opened with T. E. Sickels, Esq., the present able Chief Engineer of the Baltimore Water Works, who was then interested in the patent right, and to whom, in October, 1850, I expressed the opinion that I would not hesitate to recommend this process, if, upon an ic) can be used in driving the cylinders. The largest item under the head of Loss and Damage is examination of the bed of the river, "the sand should ex-

will be by the use of Dr. Potts' Pneumatic cast-iron Piles,

these items, it leaves the total expenditures of the year "the best plan for putting in the foundations of the 'piers' ed through the sand to a stratum of material which was con The plan was subsequently adopted by the Board, upon ring its progress, and its successful completion fully vindithe recommendation of Major Gwynn; and it is my purpose now to explain some of the results which were obtained, and

168,235 89 annual meeting, the modus operandi is very accurately described, but the difference between the plan and principle upon which it was commenced, and upon which it was finished, was not clearly defined. The "Pneumatic Process," Leaving a fair margin therefore for unsettled accounts at upon which the work was commenced, consists in creating a vacuum within the cylinder, which causes the water, sand, &c., to rush up, and, in its course, carry with it the material from the bottom of the tube, causing it to descend by its In his letter, the senatorial candidate takes back noth- Pee Dee River, requiring separate machinery on each side own weight. The vacuum is first created in a chamber, which is placed in communication with the cylinder by ordinary suction hose, and closed or opened by a valve on projection attached to the vacuum chamber. The power therefore, which can be used by this plan, is governed by the relative cubical contents of the vacuum chamber, and that portion of the cylinder above the surface of the water, and the perfection of the vacuum. In the operation at the Pee Dee, the vacuum chamber consisted of two sections of cylinder, 18 feet in length, and generally, the cylinder pile was 10 feet above the water line, therefore the power, (hydrostatic and pneumatic) was only 8-18 of the vacuum, obtained in the chamber, which was usually about equivalent to 26 inches of mercury-a perfect vacuum being 32 inches. The effective power, therefore, was that due to 11 10-18 inches of mercury,

or about 8 2-10 lbs. per square inch. In sinking the first cylinder, it encountered, at a depth of about 8 feet below the bed of the river, a tree about 5 feet in diameter. This, for a time, arrested the progress of the work, and until the air Lock (which had arrived in an imperfect state) could be completed.

The Air Lock, as it is usually called, is not strictly a part of the Pneumatic process, but was first used in France by M. Triger in sinking a shaft through a bed of quicksand to a coal il Engineers in London on May 13th, 1851, "on the Pneumatic method adopted in constructing the foundations of the new reversed, so as to give each Pile the character of a diving bell, for which purpose one of the cylinders 7 feet in diamebolted to it through which two cast Iron chambers, D-shaped in plain, with a sectional area of about 6 square feet, approcover. The top of each Air Lock was provided with a circular opening 2 feet in diameter, with a Flap working on a horizontal hinge, and an iron door 2 feet by 3 feet 4 inches, with ertical hinges below the cover; each Air Lock was also furnished with two sets of cocks, the one for forming a communication between the cylinders and the chamber, and the other between the chamber and atmosphere.";

Weldon was classed as way travel-the through travel only away. At first it was extremely difficult to induce the operatives employed on the work to enter the Lock, while the condensed air was escaping from imperfect joints very much ceedingly painful; and in some instances produced hemorrhage from the lungs. Owners of hands, and indeed some of port life, and generated Carbonic Acid Gas, which is exceed ingly deliterous to animal life, and would eventually produce this gas which is thrown from the lungs at each respiration tract with this company, for the joint use of the Camden fined, while present, I ther fore closely observed the appearance of the light, which by a peculiar halo around its top al-

and when completed will place the Roadway through that sound. As soon as the tree was cut away and the compressed swamp beyond the contingency of being interrupted by a air discharged the Cylinder settled down about 4 feet-and a freshet coming about the same time, opperations were suspassengers who have traveled on it; and the number of fail- it was driven to a depth of about six feet. At this depth, the friction counterbalanced the power exerted by the vacuum, and it therefore became necessary to remove the interior coldissolving the injunction reserved. Also, Rhodes v the station at this place, and will be transferred as soon as the and remove the sand, but it was found that the water could not be reduced by Pumps more than six fee below the level on the outside, and the Air Lock was again ganized, and on the 24th November commenced the survey | used, and at the expiration of the first day's work (when about 3 feet of the sand had been removed) and after the operations were suspended, the Cylinder was observed to settle severa inches. On the succeeding day the removal of the sand to the der was driven six feet, which exceeded the greatest effect prorequired in the passage of Little and Big Bull swamps and neath the bottom of the cylinder, which partially relieved the friction, and caused it to descend by its own gravity. In addi tion to this, after the air in the cylinder had become compressbelow Jacot's Bridge, and thence the line ascends the ridge, as- air which was pumped in by the continued action of the pumps, escaped under the bottom of the cylinder and become incorpthe compressed air was discharged, the equilibrium was de stroyed, and the air, in rising to the surface on the outside and the Aiken Ridge, which it will follow to a point near the head about 4 feet in diameter, but, unlike the first, it was so soft that the weight of the cylinder easily cut through it. On exposure to the atmosphere it became hard, and in every respect was perfect lignite. This is mentioned to show the different results produced on the two qualities of timber by the action were engaged on this part of the route; the following descrip- of water, as they were in the same stratum, and evidently deposited at, and belong to, the same period of time.)

It was, therefore, apparent that the hydrostatic action of the water was more effective than the pneumatic process, and it the valley of Bridge Creek, crossing Beaver Pond at an eleva- was subsequently used principally in driving the remaining clous roof built entirely over her decks. The pride

on the South side of Big Horse Creek, passing through the time, with a small experimental apparatus, have recently ment and too costly for holiday amusement. town of Graniteville. The line then crosses Big Horse Creek, been re-produced on a working scale, with many persons at half a mile below the town, and follows the West side of the once enclosed in a mining shaft, encased with strong tubing, Dates from Mexico to the 19th inst., have been re-ceived at New Orleans. The papers report several within half a mile of the town of Bath. It there crosses Lit-the Half a mile below the town, and follows the West side of the once enclosed in a mining shaft, encased with strong tubing, formed of a series of large sheet iron cylinders, riveted to-gether and sunk to a great depth through the bed of the

The seams of coal in this district of France lie under a stratum of quicksand from 18 to 20 metres thick, (20 to 22 require the maximum grade of 52.8 feet per mile, and some yards) and they had been found to be inaccessible by all the heavy excavation and embankment; but from that point to ordinary modes of mining previously practiced. The obsta-The estimates of the cost of the work cannot be made until that every portion of the great coal-basin that extends under the completion of the survey, but the results obtained justify the conclusion that a very direct line can be obtained from these alluvial deposits, though well known for centuries, had remained untouched. To endeavor, by the usual workings remained untouched. To endeavor, by the usual workings. Kingsville to Hamburg, with maximum grades of 528 feet to penetrate through these semi-fluid quicksands, which communicate with the waters of the Loire, was, in fact nothing less than to try to sink a shaft in that river, or to drain the river itself. But this difficulty has been successfully grappled with through the resources of science, boldly applied by M. Triger, an able civil engineer.

By means of the above frame of iron tubing furnished with an air-tight anti-chamber at its top, he has contrived to keep his workmen immersed in air, sufficiently condensed by forcing pumps to repel the water from the bottom of the iron cylinders, and thereby enable them to excavate the gravel and tones to a great depth. The compartment at top has a manhole door in its cover, and another in its floor; the men, after being introduced into it, shut the door over their heads, and then turn the stop-cock upon a pipe in connexion with the condensed air in the under shaft. An equilibrium of pressure is soon established in the anti-chamber, by the influx of the dense air from below, whereby the manhole door in the floor may be readily opened, to allow the men to descend. Here they work in air maintained at a pressure of three atmospheres, by the incessant action of leathern-valved pumps, driven by a steam engine. While the dense air thus drives the waters the moral and intellectual welfare of the students. Pupils can of the quicksand, communicating with the Loire, out of the shaft, it infuses at the same time such energy into the miners, The Richmond Whig says:—A large quantity of the necessary shave.

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The Baltic took out only \$75.000 in gold, and it is that they can easily excavate double the work without fati-docation near Brunswick River, in January, 1849, and on the location sare painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful, especially upon the ears and average of the first sensations are painful.

† The Cylinders at the Pee Dee were 6 feet in diameter. The method followed in working the apparatus was found There was a heavy snow storm at the North on the 24th, at New York. The snow was 24 inches deep.

The steamer Baltic sailed from New York, on the 24th inst., for Liverpool. She took out \$75,000 in specie, and 61 passengers.

Will require nearly if not all that has been retained: and it is predicted that flour will bring something gressed, and subscriptions to the capital stock increased intil the sum of \$750,000, the amount necessary to make all the sum of \$750,000, the amoun

cylinders, and towards the close of the work, the pneumati process was entirely abandoned and the hydrostatic principle

This I consider a discovery of the operation of a known prinember. 1852, and the Engine Robert Muldrow, by a singular ciple, giving greater power than that by the pneumatic process, and applicable to the sinking of hollow piles.

As before stated, the power of the pneumatic process is limperfection of the vacuum. In practice, the exhaust cannot be applied unless the top of the pile is at least six feet above the surface of the water, because the pile might be driven below the water line, when another section cannot be added. The

ceed 142 lbs. per square inch, and, in practice, rarely exceeds ths. per square inch, while the friction, with a column of six feet of sand on the interior of the cylinder, is equal to this power. The deeper the pile is driven the greater is the frie tion, while the power remains uniform.

With the use of the hydrostatic principle, the power increases with the distance from the surface of the water to the bot

tom of the pile. This power is equal to 142 lbs. per square inch for each 32 feet of the distance from the surface of the The hydrostatic principle is more simple, requires less machinery, and is more effective than the pneumatic process. can be used at any stage of the river because the power in creases with the depth; or it may be combined with the pneumatle process, and the whole power (hydrostatic and pneumat-

If the operation of this principle was known to either the French or English Engineers, it does not appear, in their me-In July, 1851, with an ordinary auger, a number of holes moirs, descriptive of the plans used in sinking cylinders in Great Britain, France or Egypt.

My connection with the Pec Dec Bridge terminated in Jan-

sidered sufficiently tenacious to resist the action of the water My confidence in the success of the work was unshaken du

cates the value of the discoveries used in its construction. Very respectfully.
L. J. FLEMING, Gen'l. Sup.

RAILROADS.-The Senate has passed through their three readings the following bills :- The bill for the completion of the North Carolina Railroad; the bill to incorporate the Western North Carolina Railroad: the Dan River and Yadkin Railroad; and the Beaufort, Fayetteville and Greensboro' Railroad. The House of Commons have passed the following: the Atlantic Railroad; the Wilmington and Charlotte Railroad; and the French Broad Railroad. Should all these Railroads be constructed, with their connections, they will bring nearly all sections of the State within the reach of railroad facilities. It may seem that this large addition to our railroads at this session. would impose a very large debt at once upon the State but nearly all the charters provide either for an endorsement of the bonds of the company, or for a gra dual construction of the roads. Before another legislature meets, it will not be possible for a large por tion of the debt to fall upon the State; and ample time will be given to meet any nabilities that may be put upon the State .- Raleigh Star.

## Seven Days Later from Europe.

Arrival of the Pacific. New York, Jan. 25 .- The Pacific, Capt. Nye, has arrived, with seven days later intelligence, having sailed from Liverpool, on Saturday, the 13th, making the voyage in 12 days.

Hostilities continue unchanged. Sardinia has join ed the Western Powers. The Pacific ran into and sunk the brig Corinthian,

while coming out the river Mersey. Her cargo was valued at one hundred thousand dollars. The Ship George Canning has been lost on the

The Czar has accepted four points of the Vienna paper, with England and France's interpretation. An Armistice it is said is granted : but it is doubted whether the Russian acceptance is unconditional or with unimportant explanations. It caused an advance in consols of two per cent., which, however,

Prussia claims to take share in the negotiations but declines increasing the army.

Omar Pasha has gone to the Crimea. The Rus sians, it is reported, had re-crossed the Danube, and Early in July the Air Lock was completed and every thing invaded Decembrudscha. They had also retaken the cities of Tultscha and Baudah. This report, however, lacks confirmation.

### The Unappreclated Sky.

" It is a strange thing how little, in general, people know about the sky. It is the part of creation in which nature has done more for the sake of pleasing man-more for the purpose of talking to him and of the same air deprived it of the Oxygen necessary to sup- teaching him, than in any other of their works; and it is just the part in which we least attend to her -There are not many of her other works in which some material or essential purpose than the mere is much heavier than common air, yet the laws which gov- pleasing of men, is not answered by every part of erns its elasticity under various pressures was not so well de- their organization; but a very essential purpose of the sky might, so far as we know, be answered, if construction of the bridge over the Wateree river, and the ways indicates the presence of this Gas, when in sufficient once in 3 days, or thereabouts, a great ugly, black rain-cloud were brought up over the blue, and every No serious dufficulty was encountered in removing the sand | thing well watered, and so all left blue again till next or in cutting away the tree which arrested the descent of the time, with perhaps a film of morning and evening mist for dew. And, instead of this, there is not a moment of any day of our lives, when nature is not producing scene after scene, picture after picture, The road has been operated during the year with great reg- pended. The second Cylinder was lowered to its place as glory after glory, and working still upon such exquisite and constant principles of the most perfect beauty, that it is quite certain that it is all done for us, and intended for our perpetual pleasure. And every A Dirt Train has been organized and is engaged in filling up umn of sand. Efforts were made to pump out the water man, wherever placed, however far from other sources of interest or of beauty, has this doing from him constantly The noblest scenes of the earth can be seen and known but by few; it is not intended that man should live always in the midst of them; he injures them by his presence-he ceases to feel them, if he be always with them; but the sky is for a serving the effect, a man was stationed at each valve with di- bright as it is, it is not 'too bright nor too good for rections, at a given signal, to open it, that the compressed air human nature's daily food.' Sometimes gentle, sometimes capriciods, somesimes awful; never the same for two moments together; almost human in its passions-spiritual in its tenderness-almost divine in its infinity—its appeal to what is immortal in us is as distinct as its ministry of chastisement or of blessing to what is mortal, is essential.

" And yet we never attend to it-we never make it a subject of thought but as it has to do with our animal sensation; we look upon all by which it speaks to us more clearly than to brutes-upon all which bears witness to the intention of the Supreme that we are to receive more from the covering vault than the light and the dew which we share with the weed and the worm-only as a succession of mean ingless and monotonous accidents, too common and painful to be worthy of a moment of watchfulness or a glance of admiration." -- John Ruskin

THE U. S. SHIP PENNSYLVANIA - The Norfolk Argus states that this immense vessel is being deprived of her masts, preparatory to having a spaof the Pennsylvania shipwrights is to be nothing \* These striking results, obtained on one individual at a but a dock hulk. It is too big for useful employ-

# MARRIED

At Topsail Sound, in this county, on the 25th inst., by the Rev. Mr. Grier, Dr. ARCHIBALD McKINNON of Richmond county, to Mis MARGARET, daughter of the late Alfred Shepherd, Esq., of New Hanover county.

NEW SPIRITS TURPENTINE BARRELS. HE subscriber respectfully informs Distillers of Turpenting L that he is prepared to furnish NEW SPIRIT BAKRELS on fair terms, at his Cooper's Shop in Goldsboro', N. C. H. WILLIAMS

WARRENTON FEMALE COLLEGE. WARRENTON, N. C. THE exercises of this Institution were resumed on the 15th f January, 1855, under the direction of the following faculty Rev Thomas S Campbell, President and Prof. of Ethics

and Mathematics. Rev. WILLIAM H. CHRISTIAN, A. M., Prof. of Physical E. E. PARHAM, A. M., Prof. of Ancient Languages and

Mrs. S. D. CHRISTIAN, Teacher of French. VINCENT CZURDA, Prof. of Music. Miss B. Bockins, Assistant in Music.

Miss A. E. ROYALL, Teacher of Painting and Drawing. Miss Sue Bockins, Teacher of Needle-Work. Miss Martha Davis, Principal in the Primary Department Mrs. Thos. S. Campbell, Matron. A regular and thorough course of study has been adopted in

enter at any time during the Session, and will be charged only

from time of entrance. TERMS PER SESSION OF FIVE MONTHS. French,..... 10 00 Ancient Languages. 15 00
Music on Harp, and use of instrument, 35 00 Music on Guitar, and use of "
Drawing and use of " Drawing and Painting in water colors, ....